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UNITED STATES MESSAGE

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TO : JCS WASH OFFICIAL OUTGOING MESSAGE

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JCS DECLASSIFICATION BRANCH

INFO: CINCUSAFAE LINDSEY AS GER

DATE 13 Jan 1959
15 December 1959

MN : EC 9-6394

- Ref: a. JCS 968979, dtd 27 Nov 59
b. State Dept CA-4264, dtd 20 Nov 59
c. EC 9-6177 dtd 30 Nov 59 (NOTAL)
d. EC 9-4281, dtd 13 Aug 59

Berlin file

CJCS-091 (Incl 1) (15 Dec 59)

1. The following comments, limited to technical aspects, are submitted in compliance with reference a.

a. Existing NAVAIDS are considered inadequate for accurate positioning of aircraft in the Berlin Air Corridors at 12 degrees (or any) east longitude line.

b. Retention of 10,000 feet ceiling in the Berlin Control Zone unnecessarily limits the air space available and essential for efficient and safe control of Berlin terminal jet traffic.

c. Stratification of altitudes as proposed does not consider future requirements for altitudes in excess of 30,000 feet in line with probable improvements in aircraft performance.

d. It is not clear in Ref b if non-Allied aircraft will be excluded from the area of the 12 degree line east to Berlin at all altitudes below 30,000 feet. If non-Allied aircraft are not excluded from this area (i.e., non-Allied aircraft flying the corridor, Ref c.), additional air traffic control and flight safety problems will exist since Allied aircraft would be passing through areas in which non-Allied aircraft may be flying.

2. Recommend deletion of the phrase "after a six-months period" (paragraph 7, Inclosure 1, Ref b) so that the Western Powers can make an adjustment any time it may become necessary to insure safety.

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3. As an alternative to the procedures outlined in Reference b, it is suggested consideration be given to changing the mission of the Berlin Air Safety Center to its intended operational function of air traffic control as initially prescribed and agreed to by the Air Directorate of the Quadripartite Allied Control Authority Control Council. Flight altitude assignments for Allied aircraft within the air corridors and for non-Allied aircraft crossing the corridors could be unrestricted for Air Traffic Control and assigned by BASC. This procedure would provide the required degree of operational flexibility and flight safety.

4. It is strongly recommended that the US not be restricted by any such stratification of altitudes as proposed.

NOTE: Reference JCS 968979 is LN 16687 (S)
Reference State Dept CA-4264 is LN 16688 (S)
Reference EC 9-6177 is LN 16783 (C)
Reference EC 9-4281 is LN 12084 (S)

NA 14070 (S-7)

ORIG: ACOFS

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